

their clothes. There are still reports of people living on roofs and of food and water shortages. The New York Times reported that two men were found lying in a semi-conscious state on the ground near an Argentine-run clinic. Doctors said that the two men appeared to have not eaten in several days and demonstrated signs of psychological trauma. I cite these accounts as examples of the terrible circumstances under which Haitians have suffered. Similar stories could sadly, easily be found thousands of times over throughout this poorest of nations and other countries in the Caribbean.

After Hurricane Jeanne ravaged the city of Gonaives, the international community's response was impressive. Trinidad-Tobago pledged \$5 million in aid. Venezuela pledged \$1 million and sent food, water, and medicine. Argentina dispatched rescue workers and supplies. Brazilians sent medical supplies. Chile also sent emergency aid, as did the Spanish, and the French.

Incredibly, the Bush Administration has been slow to respond to this tragedy. In the first several days after the disaster, as news reports out of Haiti detailed the widespread death, destruction and suffering, the United States was virtually silent while other nations, including European Union countries and Venezuela, immediately stepped in to help. For this reason, I wrote to President Bush to ask for substantial and immediate aid to help the flood victims. A copy of my letter follows this statement.

President Bush has proposed \$12.2 billion for hurricane relief and recovery in Florida and the Southern states. \$50 million of these funds are set aside for the Caribbean nations, and almost half is intended for Haiti. However, in the words of the Washington Post: "The amount set aside for the Caribbean nations is a pittance—not to mention a fraction of what was spent on U.S. military interventions in Haiti and Grenada." Millions more will be needed to help Haiti alone recover from Hurricane Jeanne's aftermath. The Bush administration should be supportive in a more substantial way.

It is because of these horrendous conditions that I support Congresswoman LEE's resolution. I call on this administration to provide greater humanitarian and emergency assistance to Haiti and other Caribbean nations.

SEPTEMBER 22, 2004.

President GEORGE W. BUSH,
The White House,
Washington, DC.

DEAR PRESIDENT BUSH: I write to bring to your personal attention a humanitarian crisis of the highest magnitude in Haiti and to ask that your Administration follow the lead of other nations and provide substantial and immediate assistance to help ease the desperate suffering of the people of Haiti.

Tropical Storm Jeanne caused devastating floods that ravaged this impoverished country this past weekend. As of this morning, the death toll in Haiti exceeded 800, with 1,000 missing. The death toll increases steadily as the water recedes.

Haiti is already the poorest nation in the Western Hemisphere, and this latest crisis has made conditions there even worse. This crisis also comes on the heels of ruinous floods four months ago when over 3,000 Haitians were killed, missing, or presumed dead. According to eyewitness accounts, there are bodies scattered in the streets. Some are forced to camp on the roofs of mud-filled homes. Unimaginably, families were sleeping in trees because of the destruction.

Numerous news reports document a desperate need for food, water, medicine, shelter and clothing. The Bishop of the Catholic Diocese of Gonaives said that the possibility exists that several thousand Haitians may die of starvation. "We have nothing," he is quoted by the Associated Press as saying. "About 80 to 90 percent of the houses are under water."

The present interim government of Haiti is totally unequipped and unable to deal with this massive crisis. It has neither the necessary resources nor the organization. Private voluntary groups are also reportedly overwhelmed by the enormity of this crisis, and there are numerous reports of mobs seizing aid vehicles. Transportation in Haiti, extremely difficult even in the best of times, is particularly crippled now.

However, despite the fact that this crisis struck Haiti over four days ago, the Administration reportedly has released only \$60,000 in relief assistance to CARE. This is wholly inadequate to properly respond to this disaster. It pales compared to the \$1.8 million provided by the European Union and \$1 million and rescue supplies from Venezuela. Other nations are already acting. It is a national embarrassment that the United States of America should respond so slowly and inadequately to so great a crisis in a country so close to our shores. While your Administration assesses, monitors and watches, the suffering in Haiti gets worse.

Haiti does not need expressions of sympathy; it does not need promises. Haiti needs concrete help, and it needs it right now. Your Administration has a responsibility to immediately send significant U.S. emergency assistance to Haiti in the form of food, medicine, fresh water, clothing and emergency shelter and to immediately coordinate, with the international community, the manpower, transportation and distribution of these needed commodities to provide immediate relief to the people of Gonaives and the surrounding countryside.

The time frame for this aid should be hours, not weeks or months. Thank you for your attention and I look forward to your prompt reply to this urgent matter.

Sincerely yours,

KENDRICK B. MEEK,
Member of Congress.

PERSONAL EXPLANATION

HON. MAJOR R. OWENS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 5, 2004

Mr. OWENS. Mr. Speaker, because of an emergency in my district, I missed rollcall votes Nos. 487, 488 and 489. If present, I would have voted "yea" on rollcall votes Nos. 487, 488 and 489.

THE INTRODUCTION OF THE RAILROAD SECURITY AND PUBLIC AWARENESS ACT OF 2004

HON. MICHAEL N. CASTLE

OF DELAWARE

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 5, 2004

Mr. CASTLE. Mr. Speaker, not enough is being invested in improving rail and transit security. We have seen massive efforts to shore up security in our skies and even on our roads, but efforts to boost rail security have not received the same federal commitment.

At present, rail and transit systems move 14 million passengers a day—almost eight times as many passengers as the U.S. aviation system, which carries 1.8 million air travelers daily. The federal government spends \$9.16 per aviation passenger for aviation security yet only \$115 million has been appropriated for transit security over the last 2 years, or six-tenths of a penny per passenger. Our national homeland security strategy is only as strong as our weakest link. This funding balance needs to be addressed in any comprehensive legislation implementing the 9/11 Commission's recommendations.

For these reasons, today Representative KIRK and I are introducing the Railroad Security and Public Awareness Act of 2004, which would enhance rail worker security training; fund station, train and infrastructure security projects; and increase passenger awareness of railroad security. Rail security is a priority for many Americans, who depend on rail for both inter-city travel and commuter service. I know that many states, including my own state of Delaware, rely on rail—for commuters, personal transportation, economic necessity, or a combination of services.

Few of us doubt that there is a real threat to our transportation systems, including the U.S. rail system. On April 2, the FBI and Department of Homeland Security (DHS) sent out an uncorroborated bulletin stating that terrorists could attempt this summer to conceal explosives in luggage and carry-on bags, such as duffel bags and backpacks. The bulletin indicated that such bombs could be made of ammonium nitrate fertilizer and diesel fuel, similar to what was used to blow up the Oklahoma City federal building in 1995.

Awareness among workers and riders must continue, so that Americans are well educated on the threats to our nation's rail systems, and our rail systems are well equipped to respond to an attack. The March attacks on Madrid's commuter rail system clearly shows that al Qaeda is targeting and will strike rail targets throughout the world using simplified methods of delivery.

Areas of vulnerability within our rail systems and the various delivery methods for attacks should be outlined and incorporated into a strong plan for employee training, passenger screening, and incident response. I realize that the answers to rail security are not the same answers to air security. Standard security precautions may not be practical for rail, many of which have the potential to drastically reduce ridership and cargo use.

My legislation would do the following:

(1) Require the Secretary of DHS to develop and issue detailed guidance for a rail worker security-training program to prepare front-line workers for potential threat conditions. Each railroad carrier would develop a rail worker security-training program in accordance with that guidance and submit it to the Secretary for approval. The legislation authorizes the Secretary of Homeland Security to make grants to railroads, hazardous materials shippers, owners of rail cars used in the transportation of hazardous materials, universities, colleges, and research centers, and State and local governments (for railroad facilities and infrastructure) for full or partial reimbursement of costs incurred to implement the program.

(2) The Secretary of Homeland Security would develop and implement a national plan for public outreach and awareness. The plan